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The newsletter dedicated
to Falcon lovers
... everywhere!

The *Falcon* News



1963 Ford

MARCH 1987

VOL. 8, NO. 8

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. *All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.*

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CHAPTERS

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The Greater Bay Area Chapter

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The Hoosier Chapter

Clifford Smith, 351 West St., Franklin, IN 46131. (317) 736-5597.

The Lone Star Chapter

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The Mason-Dixon Chapter

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The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

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The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911

The North Coast Chapter

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The Northeast Chapter

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The North Star Chapter

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The Northwest Falcons Chapter

Edward Murphy, 100 - 137th S.E., Everett, WA 98204.

The Rocky Mountain Chapter

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The Southeast Chapter

Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575. (813) 797-6817.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA, 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

This month we would like to let you know the club now has its own computer, the club had been looking into this for several months. Now that we have it, this should help us and save us money in the future.

Since we now have the computer, the club will be making all the mailing labels for *The Falcon News*. Check your mailing label and see that all the information on it is correct. If there is a mistake, be sure to let us know. Also, you will see that in the top right-hand corner of your mailing label is the month of your renewal. This is for information purposes only, the club will still send out renewal notices.

Any address changes, name changes or incorrect information about your mailing label should be sent to the FCA, P.O. Box 113, Jacksonville, Arkansas 72076.

Now that we have the computer up and going for us, we will be putting out a new membership directory, hopefully by the end of March.

Be sure to start getting those Falcons out and attending car shows now that Spring is here.

Roy E. Sword
President, FCA

EDITOR'S MESSAGE

Our thanks to all the contributors to this month's issue.

We are in need of more technical help tips and questions. Also, send a picture of your favorite Falcon and a little background information to go with it. From reading our mail, these two seem to be the favorite sections of the newsletter for the members.

We're still waiting to hear from you chapter presidents and secretaries. Remember to take a group picture at your next meeting and send it in along with your club's history, number of members, meet plans and activities this year, list of officers, etc. We want to feature you in an upcoming newsletter. Let us hear from you.

Have a safe March,
Bill and Kathy Woodell, *Editors*

DID YOU KNOW?

1. A non-member friend of yours can place an ad in *The Falcon News* for only \$5.00 and this reaches approximately 1,782 Falcon lovers.
2. Up to two ads per month are free to members.
3. Your participation is needed and appreciated to help make our newsletter one of the best in the car clubs.
4. We welcome your comments and suggestions and look forward to hearing from each and every one of you.

CALENDAR OF EVENTS

February 28 - Arkansas

The Founder's Chapter will meet at Mr. K's Restaurant at Benton, Saturday, Feb. 28, at 5:30 p.m. Dinner will be at 6:00 p.m. and we will order from the menu. Those coming from Little Rock take Exit 118 and continue on the service road. Those coming from the south, take the Congo Overpass. Make plans to come and help us have a good turnout. Bring an interested prospect for joining the club and come have some fun and fellowship.

March 2, 1987 - Georgia

The Southeast Chapter Officers' Meeting will be held Monday night at 7:30, March 2, at the home of Sara and Lynn Moon. Everyone Welcome!

March 22, 1987 - Georgia

The Southeast Chapter will have its monthly meeting at Arrington-Blount Ford-Mercury in Lawrenceville, Ga. This will be an "All Ford Show" sponsored by our chapter. It will be held from 9 a.m. to 5 p.m.

March 29, 1987 - California

The Greater Bay Area Chapter of the FCA will have its next meeting on Sunday, March 29th at 1:00 at Roundtable Pizza on Foothill in downtown Hayward.

April 6, 1987 - Georgia

The Southeast Chapter Officers' Meeting will be held at 7:30 p.m., April 6th, at the home of Wanda and Gary Goddard. Everyone Welcome!

April 7, 1987 - Indiana

The Hoosier Chapter will meet Tuesday, April 7, at Denny's Restaurant at 6:30 p.m. for their monthly meeting. Members, remember it is time to pay annual dues.

May 2, 1987 - Arkansas and Tennessee

The Founder's Chapter and Dixieland Chapters of the FCA will meet jointly with the Hudson-Essex-Terraplane Club at Paragould, Arkansas. Details to follow in next month's newsletter.

May 3, 1987 - New York

The Northeast Chapter Spring Meet will be held May 3rd at Rhinebeck, N.Y. (Dutchess County Fairgrounds). Sponsored by Hudson River Valley Antique Auto Assoc. 8:00 a.m. to 4:00 p.m. Advance Registration \$3.00 payable to H.R.V.A.A.A. Send to Tom Massarelli, 10 Young St., Poughkeepsie, N.Y. 12601. SASE for more information.

CALENDAR OF EVENTS (Con't.)

May 4, 1987 - Georgia

The Southeast Chapter will hold its Monday night Officers' Meeting May 4th at 7:30 p.m. at the home of Wanda and Gary Goddard. Everyone Welcome!

May 17, 1987 - California

The Greater Bay Area Chapter will have a Cruise and Picnic from Hayward to a (to be announced) site. Contact Brian (415) 525-9226 or Ralph (408) 287-5339.

May 29, 30, 31, 1987 - Georgia - SOUTHEAST REGIONAL MEET

2nd Annual Southeast Regional Meet. Atlanta, GA (Atlanta Marriott NW). See advertisement in this newsletter.

June 6, 7, 1987 - Wisconsin - CENTRAL REGIONAL MEET

The North Central Falconeers Chapter will host a Central Regional Meet in Neenah, WI on June 6 and 7. Motel accommodations will be at Budgetel Inn (formerly Guest House Inn) in Appleton. A rally is planned for the 6th and an "All Ford Show" on Sun., June 7, at the new Les Stumpf Ford dealership in Neenah. There will be trophies awarded in separate Falcon classes. See advertisement in this newsletter.

June 6, 7, 1987 - Colorado

The Mile-Hi Chapter will attend the Old Car Council (OCC) Swap Meet, which is the largest regional meet, held June 6 and 7 at Adams County Fairgrounds, outside Denver, Colorado.

July 11, 12, 1987 - Indiana - REGIONAL MEET

Regional meet, sponsored by The Hoosier Chapter at the Midway Motor Inn, Indianapolis, IN, featuring a Sunday picnic and the chance to drive your car a lap around the famous Indianapolis Motor Speedway, home of the "500". Registration forms and additional information will be in future newsletter.

August 6, 7, 8, 1987 - Colorado - NATIONAL MEET

8th Annual National FCA Meet at the Clarion in Boulder, CO. See advertisement in this newsletter.

Make Colorado in August your summer vacation!

MEET REPORTS

The Mason-Dixon Chapter

We had received 31 reservations through Feb. 3rd for our dinner meet scheduled for Feb. 7th. We have Smith Ford on Rt. 404 in Denton, MD and Winners Ford on Rt. 13 in Dover, DE as sponsors for meets this year. We may also have Koon's Ford in Annapolis, MD as a sponsor. Our chapter hopes we can count on a lot of help from FCA members from adjoining states to put on a good show of Falcons at these Ford dealers. I understand they are real enthused about having the Falcons. The dates of the meets have not been selected as yet. If any FCA member would like to come to the Falcon Furniture meet in Dover, DE this year, I need to know what engine you have. The gift being supplied by Falcon Furniture and Seaford Auto Parts is based on your engine.

The Southeast Chapter

On Monday night, Feb. 2, we held our monthly Officers' Meeting at the home of Betty & Joe Peppers. We discussed plans for 1987 and our regional meet. On Sunday, March 22, we will have our meeting at Arrington-Blount Ford-Mercury. We will have our Falcons on the showroom and front lot. We have invited Ford and Mercury owners to bring their cars to make this an "All Ford Show". This show will be from 9 a.m. to 5 p.m. We will be selling hot dogs and cokes to raise money for our club. I would like to invite everyone in our area to make plans to attend our 2nd Annual Southeast Regional Meet May 29, 30, and 31.

The Greater Bay Area Chapter

Seventeen Falconers met in another productive meeting on Jan. 24th. These die-hards braved the most severe rainstorm of the season. The logos were discussed as was the spring fling planned for May 17, 1987. The chapter continues to grow, having 36 members.

The Suncoast Chapter

The January meeting of the Suncoast Chapter was held on Saturday, Jan. 24, 1987. Members and their guests met at the "Bank Restaurant" in Dunedin, Fla. A formal meeting was held and election of officers took place. President - Daniel Amey, Vice President - Donald Peace, Sec./Treas. - Diane Amey. At this meeting we welcomed many new members with lots of enthusiasm and ideas. Members discussed a special meet to be held on Feb. 7, 1987, the grand opening of the newly constructed Skyway Bridge. Our club has been invited to be part of a grand parade over the bridge. The Suncoast Chapter will have the honor of being some of the first travelers over the new bridge. We're looking forward to a great year!

The Hoosier Chapter

The Hoosier Chapter met at Denny's Restaurant on Tuesday, Feb. 10, at 6:30 p.m. Ten members were present and officers were elected for the new

MEET REPORTS (Con't.)

year—President, Cliff Smith; Vice Pres., John Havens and Sec./Treas., Mrs. Charles Bardonner. It is time for members to pay their annual dues for chapter membership. The next meeting will be held Tuesday, April 7 at Denny's Restaurant.

1963 Sprint Owners — Last Call

Get on the roster — if you have or know where there is one, contact me with information: Color, Transmission, whether Hardtop or Convertible, etc.

Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467 or call at 716-334-6779 Days before 2:00 p.m. E.S.T.

FEATURE FALCONS



I know...I know...who cares about all these old Australian Falcons! Don't you think this is a weird one though? It's a 64 or so in Australia —didn't get the "new" styling, but rather "rearlift" on the 60-63 style. Not too pretty, eh?

Ron Grant-Dorval, Quebec

These two Sedan Deliveries belong to Joe Peppers & Gary Goddard of The Southeast Chapter. The black & silver 65 (right) belongs to Joe. It is powered by a 289 with auto. transmission w/air conditioning. Joe has attended many regional & national meets in his Delivery. Gary's red & silver 64 Deluxe (left) is equipped with 170 6 cyl. and auto trans. It also has clock, power rear window and the light group. There are 6 Sedan Deliveries in The Southeast Chapter. Look for these two in 1987 at some of the regional meets.



Gary Goddard-Conyers, GA



We own a 1965 Ford Falcon Futura. Since buying the car a few years ago, it has been totally restored. The car is used as a family and work car and rarely sees a day of non-use. In August of '86 we used the car to travel from California to Pennsylvania. We had smooth traveling the entire trip. In December we headed East, then South, then West to California again. This trip, too, was maintenance-free. The car has a factory 289 with 4-spd. trans. and has proven to be the most reliable and fun car we've owned.

Anthony Van Cattenburch-Ojai, CA



This 65 Futura is owned by Marin F. Ennis. It has 138,000+ miles, is 85% original, is driven daily, and has never been garaged. This poor car has never had it easy, yet it is just as reliable today as it was back in '65, when bought new by Mr. Ennis' mother. No wonder the Falcon is loved by all!

Marin F. Ennis-West Lawn, PA

This car, owned by Doc & Mindy Gardner, is a 64 with a 260 4-spd., white with blue interior, all original, 109,000 miles, bucket seats, and console.

Doc Gardner-Sequim, WA





Cally Gullingsrud shows off her 1963 Falcon that has traveled 498,552 miles.

'63 FALCON HITS #1 ON THE HONOR ROLL

Submitted by FCA members Kurt Mandich and Fred Capellas of Sacramento, CA.

Reprinted from The Sacramento Bee January 24, 1986

A 1963 Ford Falcon she purchased 15 years ago for \$100 is still running well for Cally Gullingsrud of Carmichael. It has traveled 498,552 miles over the years.

Gullingsrud, a single parent with a 9-year-old son, has two people to thank for keeping the car running—her father, Harvey Firschau of Roseville, and a friend, Bob Walsh of Carmichael. Her father does the major repair work. Thus far, he's replaced the engine twice on the Falcon, put in a new transmission, replaced the radiator and rejuvenated the rear springs. "We're restoring it," Gullingsrud said. "It was starting to fall apart."

Most recently, the Falcon got a new headliner. Before that, the windshield was replaced and the seats were reupholstered. The Falcon got a new coat of paint five years ago. The car is remarkably clean for its age. The rear bumper was banded up a bit when it was rear-ended by a hit-and-run drunk driver, Gullingsrud said.

"I'm keeping the car because it's cost-effective," she said. "I simply can't get out of it the money I've put in it. I've had countless offers, but they're only for \$200 or \$300."

Gullingsrud said she's been real lucky with the car over the years. "Once I get it going it never breaks down until I hit my driveway."

She did have one frightening experience several years ago. "The axle broke on the freeway and a tire came flying off the car," she recalled. "Amazingly, no traffic was coming the other way — so I didn't get in an accident."

The Falcon gets relatively good fuel economy — 18 to 22 miles per gallon, which is another reason Gullingsrud wants to keep the car. "I drive it mostly around town — lots of short trips," she said. But, it has been used for long runs, too. "We've taken it to the North Coast and up to Redding," she said.

The simplicity of the design of the car makes it easier to repair than modern cars. The engine compartments in the early 1960s were not cluttered with the hoses and hardware that reduce emissions in today's cars.

There are drawbacks to having an old car. "Like most people, I have trouble finding certain parts," Gullingsrud said. "For instance, not long ago I had to replace a door handle and I had an awful time finding one."

For Honor Roll see page 11

DRIVING FORD'S NEW COMPACT—THE FALCON

Reprinted from Motor Trend October 1959

Submitted by Tom O'Dell - East Alton, IL

THE FIRST OF THE BIG THREE to remove the wraps from the long-awaited new "compact" cars for the press was the Ford Motor Co. Last July we moved out to the Proving Ground (in Dearborn, Mich.) to see and drive this new addition to the Ford family. It was during a month that teemed with developments centering around Detroit's entry into battle against the rapid growth of mostly small imported cars in this country.

Similar in size and general concept to the Rambler and Lark, Ford's tactical approach to the skirmish carries the weight of simmered-down flashiness, guaranteed economy, and realistically comfortable seating space, stressing "cost of ownership" as the major selling point. Not since the days of the Model A (1928-1931) has Ford concentrated on functional styling and engineering as part and parcel of what it thinks the American car-buying public wants. This year, however, in addition to its regular line of high-powered "big" cars (all similarly watered-down in exterior appearance), a refreshing tone of simplicity is to be noted with the advent of what appears to be a manageable and easy-to-care-for brand-new American automobile.

Firsthand technical information came from Ford's Jack Hooven, Executive Engineer in charge of the Falcon development program, and J. C. Jurgenson, Supervisor of the Engineering Administrative Section. Our driving impression was arranged through the courtesy of Dick Judy of Ford Division Public Relations.

HOW BIG (OR HOW SMALL) IS IT?

Wheelbase of the Falcon is 109.5 ins., with an overall length of 181.1 ins. and width of 70.0 ins. This is exactly 9.5 ins. shorter wheelbase than is used on all 1960 Fords. Overall length on all Ford cars except the Falcon is 213.7 ins., with a standard width of 81.3 ins., yet the Falcon varies in height from its sister cars by only 1/2-in. to two ins. (station wagon).

The Falcon weighs in the neighborhood of 2400 lbs., and is of unitized construction. This chassis-less construction not only reduces the weight of the car to a minimum but improves torsional and rigidity characteristics and provides good door, deck lid and hood fits. Doors incorporate single-arm window regulators, safety locks and 3/16-in. tempered safety glass. Garnish moldings and lower kickpad surfaces are incorporated into the door inner panel design. Rust-resistant galvanized steel is used for rocker panels and other structural members.

Other features to be noted are the aluminum grille which extends to the edge of the fenders and shelters the two single headlights; bolt-on front fenders and sloping hood design; the curved but not full wrap-around windshield; and, the overall uncluttered look that should attract many buyers who are weary of gaudy chrome trim and outlandish tail fins.

WHAT MAKES IT GO?

The all-new, six-cyl., in-line engine has slightly inclined overhead valves with long pushrods driven off a camshaft set low in the block. The combustion chamber follows the

normal "squish-type" shape used on other Ford products. Carburetion for the 144-cu.-in. engine is by a single-throat Holley, mounted on the right side of the engine together with the intake and exhaust manifold, generator and starter. The fuel/air mixture is fed to the four ports through an integrally cast manifold. This led to one question, followed by another one that we've had in the back of our minds for a long time.

The first question was, "How can this manifold be modified if an owner wants to increase and improve breathing, or add more horsepower?"

The engineer smiled ruefully and replied, "Well, that's just it . . ."

So, we went on with our next question. "Talk has been that the Falcon would be using an all-aluminum engine, yet we see that this one is apparently cast iron. What is the reasoning there?"

This was a question they were prepared for. Their answer: "In reality, many so-called aluminum engines do not make as wide a use of aluminum as is often believed. Mostly, the European aluminum engines retain a cast-iron block because of the known stability, precision and long life of cast iron. The Ford Falcon block is cast iron for these reasons."

"One of the main reasons for extensive use of aluminum in an engine," the Ford engineers continued, "is to reduce weight. By taking some new approaches to the foundry art, new design objectives became attainable. In this new Falcon engine, we have achieved simplicity and our difficult weight goal with no loss in durability or reliability. The complete engine weight is only 345.5 lbs."

Bore and stroke of the Falcon engine is 3 1/2 in. x 2 1/2 in., resulting in a modern low friction index, expected to be one of the lowest in the industry. All cover plates and bolt holes not absolutely necessary have been eliminated to reduce oil leakage, and manifolding is integral with the cylinder head.

On the left side of the block are the fuel pump, coil and ignition and oil sump dipstick, all easily accessible for servicing. Four main bearings, with replaceable inserts, hold a precision-molded alloy cast-iron crankshaft. Idling speed is 520 rpm, normal oil pressure is 45-55 psi at 2000 rpm. Maximum horsepower (90) is gained at 4400 rpm. Regular fuel recommended.

A 12-volt, 54-plate battery supplies electrical power, with Champion F14-Y spark plugs in the cylinder head. Engine compartment is spacious. To all appearances, it would seem that the manufacturer's claims for high economy and low "cost of ownership" will stand up.

Although the Falcon engine itself does not make extensive use of lightweight aluminum, there are other areas where the weight differential between aluminum and steel or cast iron has been put to use by minimizing the weight of ordinarily heavy components. One such application of aluminum is the flywheel housing.

Driveshaft and axle for the Falcon are of conventional design. The axle, developed specifically for this car, uses unique wheel bearings and gear sets. Rear end ratio is 3.10, coupled

continued

with a transmission having a 3.29 low and 1.75 second gear. This combination with 6.00 tires mounted on 13-in. wheels should provide good performance and fuel economy.

The standard transmission is three-speed, all-synchromesh; reverse gearing is 4.46. The Fordomatic automatic transmission (an option) is the two-speed with 10 $\frac{1}{4}$ -in. converter. This also incorporates the use of an aluminum case and extension.

WHAT'S OF INTEREST UNDERNEATH?

Front suspension uses the basic principle of construction as that on the Ford car, but with a different placement of springing and shock absorbers. On the Falcon these components are mounted from the upper arm to a tower in the body structure. The lower arm and stabilizing strut form an A-frame serving to guide the lower part of the spindle as the wheel moves. The stabilizing strut also cushions fore and aft thrust, and an anti-dive factor is designed into the system.

At the rear of the car the suspension is the Hotchkiss type incorporating five-leaf rear springs with a large isolating front eye bushing, angle-mounted shocks and an axle insulator to minimize road noise transfer. An 8 $\frac{1}{4}$ -in.-diameter pot-type clutch has been designed to provide good engagement characteristics and long life expectancy.

Steering was developed expressly for the Falcon but is a conventional design utilizing an overall ratio of 27 to 1. Some of the "big car" characteristics have been incorporated, including the use of a concentric steering column and pendant brake and clutch pedals. Steering wheel is 17 ins. in diameter and of the deep-dish safety type similar to that used in recent years on Ford cars.

Brakes are nine ins. in diameter with an effective area of 114.3 sq. ins. While no power assist is provided, Ford claims they are the next thing to power brakes and have 30 less pieces to service than the present-type duo-servo brakes in use today. Brake lining is of molded asbestos and is riveted to the shoes.

WHAT IS THE INTERIOR LIKE?

The Falcon interior was designed to accommodate the above-average person measuring 5 ft. 10 ins., weighing 160 lbs., with enough front seat adjustment (manual) to suit taller and shorter individuals. It has the interior roominess of many of the larger American-built cars and considerably more realism than most of the imports.

Sufficient width to seat three passengers in both front and rear was accomplished by minimizing door thicknesses, and headroom and legroom are ample. The roof shape, with a two-directional crown and minimum length, has allowed the elimination of roof supports, permitting a lower line with no sacrifice of headroom. In the four-door model, the center pillar has been moved forward to permit easy entry to the rear seat, while in the two-door a wide door opening extends almost to the front edge of the rear seat cushion.

Trim cover materials used are of excellent quality and are subjected to extensive laboratory and functional tests before installation. Body cloth, on doors and panels, is of nylon and viscose yarns, which has good recovery from stretching. On door panels this material is electronically bonded. Foam polyurethane is used in all front cushions for softness.

Instruments and switches are well placed and easily visible through the triangular spoked steering wheel. These include a speedometer, temperature and fuel indicators, with warning lights for oil and battery. Other switches are for headlights, panel lighting and accessories.

Luggage space of the Falcon has a volume of 24.5 cu. ft., about one-fifth larger than the average of most popular imports, yet due to the large "greenhouse"-type rear window and a minimum of rear overhang, the trim appearance of the car is not made to suffer.

WHAT IS IT LIKE TO DRIVE THE FALCON?

The first reaction we got to the car on driving it was that it doesn't feel like a small car. You expect it to be small, but because there is good room in all directions—for head, for feet and legs, for shoulders and hips—you don't get the cramped feeling you get in many imports. The wheel sits at a good angle, you can see well over the down-sloping hood through the wide windshield and out the rear, unhindered by blind spots.

In driving the Falcon from the Ford Proving Ground garage to the track and for the few hours of acquaintanceship with it, we were impressed with the almost complete lack of noise. Of course, you can hear the engine, but they did not skimp on soundproofing nor on the sound insulation between moving parts. And the quietness is almost equalled by the superb ride. This wasn't only on the smooth acceleration strips, but over man-made cobblestones, rutty roads, streetcar tracks and at speed around a bagged concrete oval.

One ramp with a straight 12-in. drop-off on the other end looked too rugged for us to take without damaging the car. "Go ahead," the Ford test driver urged. We figured he must know what he was doing so approached it at 30 mph, went up and sort of flew off the other end. Honest, it was as if we had taken a fairly bad bump in the road—no more.

Though steering is a trifle heavy it does not need power assist. It is a bit stiffer than real lightweights, but nowhere near as heavy as the normal-sized cars without power steering. If you live in country where you have to drive on lots of high crown roads you'll be happy to know that the Falcon has an amazing resistance to them. On the worst such at the Proving Ground (the worst we've seen anywhere) we had to keep only the normal amount of pressure on the wheel to keep the car from wanting to wander toward the low side.

Steering is far from quick, taking a full five turns lock-to-lock (which is how they got away from needing power steering). Yet, you can drive the car hard into turns—whether you mean to or unintentionally go into one too fast—and come out with no more than a bit less rubber. The car will lean quite a bit, all four wheels will slide quite a bit, but by allowing it to go and steering a new line you'll get through with no trouble. In ordinary driving, you need never concern yourself, for the car handles just about as good as any other.

It's meant to be a comfortable riding passenger car—and it is. We whipped it around the Proving Ground handling course just to see what it would do under fast driving conditions and ~~and~~ truthfully say that we were impressed.

We did not think it fair to judge this prototype on its acceleration merits for several reasons: it was a very early model scheduled for improvement of engine and gearbox before final production, had been driven by countless drivers, needed a tune-up, and was equipped with two-speed automatic transmission that was functioning poorly. A production car with the manual three-speed gearbox would be a fairer car to judge. This we will do in our full-scale road test, to come later.

We did take it around the high-speed oval at cruising speeds and then top speed. The feeling and response at normal speeds were good, with no wander, little wind buffeting and no excessive noise. From speeds of 50-60 mph it went right on up to an indicated 80 mph with little increase in noise; in fact, it was

still possible to talk at just slightly above conversational tones—and with both front windows down.

If you live in a city like Pittsburgh or San Francisco you'll be able to take the hills without too much worry. We drove the Falcon up a 17 per cent grade, stopped midway, pulled on the cane-type emergency brake and shut off the engine. The brake held, the engine restarted easily and the car took off up the hill again as soon as we put the transmission selector in low. We repeated the same thing on the other side of the hill, a 30 per cent grade, then turned around and came back up the opposite way. No strain of any kind.

Normal brake testing was conducted with admirable results. On our usual number of speed-to-zero stops all wheels appeared to exert equal stopping force, with no resultant fade. Pedal "feel" was solid, with no appreciable extra leg power needed. (Power assist is not offered, nor needed.)

HAVE THEY MADE THE GRADE?

In a familiarization preview, Ford Motor Co. states that the Falcon program was initiated with the following definite objectives: "Light Weight, Low Cost, Full Size (six passengers), Low Upkeep, Performance equivalent to the standard Ford 6, and High Economy." Of these six objectives, only three were in firm evidence during the MOTOR TREND visit. Remaining to be developed—and/or announced—were the final answers to the claims of Performance, High Economy (naturally affected by increased power and performance) and Low Cost.

In any case, it appears certain that solutions are to be found. With the headway established by actual production of a "compact" laboratory machine it is a strong possibility that the Ford Falcon will attract thousands of buyers in the compact car market without a second thoughtfully designed automobile. /m

TECHNICAL HELP WANTED

I would like to have help on finding a wiring diagram on hooking up a 63 Sprint Tachometer. I would appreciate any help I can get.

Bruce Snowman, P.O. Box 45, Stockton Springs, ME 04981

FALCON CLUB OF AMERICA

2nd ANNUAL REGIONAL MEET

May 29 - 31, 1987

Atlanta, Georgia

Sponsored By:

THE SOUTHEAST CHAPTER

Falcon Club of America

Trophies • Swap Meet • Dash Plaques
T-shirts • Door Prizes

For more information write:

Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208
or phone: 1-404-483-8756.

Falcon Club of America, Southeast Chapter 2nd Annual Southeast Regional Meet

Atlanta Marriott Northwest
Atlanta, Georgia
May 29 - 31, 1987

Registration Form for Hotel Accommodations Only

Name _____ Planned Arrival _____ Date _____
Address _____ Departure _____ Date _____
City _____ State _____ Zip _____

Accommodations _____ Single Room (One Person) — \$49.00
_____ Double Room (Two, Three or Four Persons) — \$49.00

Reservations must be accompanied by a first night's deposit or a guarantee to a major credit card (please include expiration date). If no guarantee or deposit is made, your reservation is not confirmed. If you are unable to arrive on your requested date, the reservation must be cancelled prior to 6:p.m. of arrival date to receive a refund. Check-in time is 4:00 p.m. / Check-out time is 1:00 p.m.

Mail room reservations to: Atlanta Marriott Northwest
1-75 & Windy Hill Road
Atlanta, GA 30339
(404) 952-7900 or 1-800-228-2900

Note: Room Reservations must be made by May 15, 1987.

Registration Form for Meet

Name _____
Address _____
City _____ State _____ Zip _____

With Car \$12.00
Without Car \$ 8.00 Total Cars _____ Amount \$ _____
At Meet: All Registrations \$15.00

Year	Model	Body Style
Swap Meet spaces \$20.00		
Amount for Registration \$ _____		Banquet Tickets (Includes tax & gratuity)
Swap Meet \$ _____	Adult - \$20.00 _____	Quantity _____
Total amount enclosed \$ _____	Child - \$10.00 _____	Quantity _____

Mail to: Gary Goddard
1586 Hwy. 212
Conyers, GA 30208

Honor Roll

Miles	Owner, Hometown	Year, Make, Model
498,552	Cally Gullingsrud, Carmichael	1963 Ford Falcon
490,000	Michael M. Wilson, Pioneer	1966 GMC Van
463,000	Karol Miller, Willows	1956 Ford Hardtop
427,000	Erhardt E. Krause, Roseville	1968 Mercedes 250SL
423,000	Noble D. Wilson, Orangevale	1969 Ford LTD
416,925	Carol J. Martin, Suisun	1968 Ford Mustang
400,000	Wayne Blasingame, Ione	1965 Ford Pickup
392,000	Martin W. Schwartz, Sacramento	1975 Toyota Celica
391,223	Gary E. Kelley, Redding	1969 Jeep Wagoneer
389,000	M.R. Rose, Sacramento	1969 Rambler Sedan
385,000	Stanley Randolph, Ione	1965 Ford Pickup
384,625	Charles M. Wilson, Sacramento	1970 Plymouth Duster
383,000	Marvin Locke, Red Bluff	1968 Mercedes 250S
375,138	Robert R. Quigley, Auburn	1973 Chevrolet Pickup
372,380	(Name withheld upon request)	1970 Ford Custom
365,000	Lyle Clarkson, Sacramento	1954 Ford Sedan
365,000	Dennis Williams, Sacramento	1968 Volkswagen
350,000	Robert J. Felker, Citrus Heights	1969 Chevrolet Congars
347,408	Kenneth S. Buchanan, Sacramento	1968 Dodge Dart
343,000	Joseph Halton, Alta	1973 Chevrolet Suburban
330,000	Bob & Claire King, Davis	1966 GMC Pickup
328,860	James E. McGuirk, Pioneer	1967 Ford Falcon
328,000	Penelope Ingraham, Dixon	1965 Plymouth Barracuda
320,000	Wallace Crother, Sutter	1961 Chevrolet Pickup
320,000	Sterling A. Sorenson, Davis	1972 Volvo 145
316,539	Derald Billings, Chico	1972 Ford Torino
314,000	Donald A. Grennell, Herald	1970 Volkswagen
312,600	Jerry & Barbara Monroe, Elk Grove	1968 Ford Mustang
309,000	Lorena Hansen, Fort Jones	1976 Toyota Corolla
304,039	Eugene A. Johnson, Auburn	1968 Ford LTD
301,342	Michael Zakskom, Sacramento	1965 Ford Mustang
300,000	J.K. Templeton, Sacramento	1976 Mercedes 450SEL

A FALCON — THE GET-AWAY CAR!!!

Submitted by FCA member Dennis Pierson of Oveido, Florida

Reprinted from The Orlando Sentinel December 2, 1986

ATTACK. A Melbourne woman was hit with a socket wrench and robbed Sunday night behind the Court of Flags Resort, 5715 Major Blvd., police said. Joan Shields, 47, a resort guest, was treated for a broken wrist and bruises. The two robbers took Shield's purse, which contained \$600 cash. Police said the two men—described as black and in their late teens with medium builds and medium complexions—might have been driving a late 1960s Ford Falcon.

**FALCON CLUB OF AMERICA, NORTH CENTRAL FALCONEERS
LES STUMPF FORD OF NEENAH, 1ST ANNUAL REGIONAL
JUNE 6TH - 7TH**

REGISTRATION FOR MOTEL ACCOMMODATIONS

Name _____ Arrival Date _____

Address _____ Departure Date _____

City _____ State _____ Zip _____

All room rates will be \$31.95 plus 8% sales tax no matter how many people occupy the room. All rooms will have 2 double beds. Send to **BUDGETEL INN**, 3920 West College Ave., Appleton, WI 54914 (414) 734-6070. PLEASE REGISTER EARLY TO GUARANTEE RESERVATIONS.

**THE NORTH CENTRAL FALCONEERS HOST
1ST ANNUAL CENTRAL REGIONAL SHOW**

June 6th and 7th The North Central Falconeers will be hosting Les Stumpf Ford of Neenah First Annual Central Regional Show and Swap Meet. Saturday we will have a rally from Budgetel Inn (formerly Guest House) to J.D.'s Drive Inn, where we will have a local D.J. spinning 50s & 60s music from 5:00 to 10:00 p.m.

Sunday we will have our show and swap meet at Les Stumpf Ford of Neenah, just off Hwy. 41 at Hwy. 150 Exit just South of Appleton. We will have 50s & 60s music and food and drink available. Awards will be given out at approximately 3:00 or 4:00 p.m., hopefully giving everyone enough time to get home after the show. Hope to see you there!

**REGISTRATION FOR LES STUMPF FORD OF NEENAH
1ST ANNUAL CENTRAL REGIONAL / JUNE 7, 1987**

Name _____

Address _____

City _____ State _____ Zip _____

With Falcon \$8.00 — Without Falcon \$6.00 — Day of Show \$10.00

YEAR _____ MODEL _____ BODY STYLE _____

YEAR _____ MODEL _____ BODY STYLE _____

TOTAL AMOUNT ENCLOSED \$ _____ SWAP SPACES FREE.

PLEASE MAIL REGISTRATION TO: Gary L. Fuerst
1619 N. Charlotte Street
Appleton, WI 54911

EARLY PRE-REGISTRATION
IS GREATLY APPRECIATED

8TH ANNUAL NATIONAL CONVENTION



APPLICATION AND REGISTRATION FORM

Car Entry ☆ Banquet ☆ Swap Spaces ☆ T-Shirts

Name: _____

(INCLUDE NAMES OF ALL PARTICIPANTS)

Address: _____ Zip Code: _____

Phone: _____

REGISTRATION FEE: \$20 With Car (If pre-registered by June 30)
\$25 At The Gate — \$15 Each Additional Car — \$12 Without Car

AUTO DESCRIPTION

YEAR	MODEL	BODY STYLE	COLOR	OTHER I.D.
------	-------	------------	-------	------------

SWAP SPACE Members (Non-Commercial) \$10.00 \$ _____

Commercial \$35.00 \$ _____

AWARDS BANQUET (Western Theme) \$17 - 12 & over / \$8.50 - under 12 (12 and Over) _____
(Under 12) _____

T-SHIRTS (White w/Blue Lettering) \$9.00 S _____ M _____ L _____ XL _____ (Quantity)

COORS TOUR Free - First come, first serve basis / Up to 75 people / Adults only (18 & Over) # _____

TOTALS:

Registration \$ _____

Swap Space \$ _____

Banquet (12 & Over) \$ _____

(Under 12) \$ _____

T-Shirts \$ _____

TOTAL REMITTANCE _____

Make Check Payable To:
Mile-Hi Chapter, FCA

Mail Check To:
Joe Hannebrink
8094 Kline Ct.
Arvada, CO 80005

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CARS FOR SALE

63 Falcon 2-dr. Station Wagon, 170 auto, white, good seats, body clean, no rust, runs well, perfect for restoration, \$500 or b/o. Bill Clark, Box 634, Elsegundo, CA 90245 (213) 615-0734.

63 Falcon Convertible, very good 6-cyl. and auto trans., black/white top with bench seats and nice red interior. Complete car for parts, rusted floor and frame, towable, \$200. Jerry Parker, 12866 Ingersoll Ave., No. Hugo, Minn. 55038 (612) 429-6425 after 6:00 p.m. C.S.T.

63½ Sprint. Conv., V8, auto, 4,000 mi. on rebuilt motor, new top, \$3,000. **61 Futura**, 6 cyl., auto, bucket seat int., orig. wheel covers, complete, \$1,000. **63½ Sprint 2-dr. HT**, 289 V8, 4-spd., nice tires and wheels, new int., \$2,500. All cars good condition. Rick Dilks, 307 N. Castle, Paola, KS 66071 (913) 294-2599.

61 Falcon, 4 dr., V8, white w/white interior. Looks good and runs well. Recently overhauled motor, new tires, partially restored. Unique factory spare tire on outside (Continental styling). \$1,695 or b/o. Armand G. Jones, Rt. 1, Box 93A, Lipan, TX 76462 (817) 594-3646.

65 Falcon Futura 4-dr Sedan, Midwest car, one owner, 136K miles, engine rebuilt at 77K. Very sound mechanically, body has some rust, Goodyear w/w radials have only 5K. Can be seen in Burke (Fairfax Cty.), VA, \$650. Ken McAlear, 319 Louisiana Rd., Dyess AFB, TX 79607 (703) 250-7039.

63½ Falcon Sprint HT, 260 V8, PS, auto, Mustang 14" wheels, otherwise stock, new paint, interior, rebuilt eng., trans., brakes. Pristine, perfect cond. drive or show. \$5,000. Norman Kelley, 345 Noriega St., San Francisco, CA 94122 (415) 681-3664 evenings.

PARTS FOR SALE

For 64 Sprint, 2 doors w/ glass & blk. dr. panels \$40 ea., hood \$30, trunk \$20, R.F. fender \$30. New dual exhaust for Falcon \$100, gas tank \$20, all glass and much more. Trades? Doc Gardner, 133 Pierson, Sequim, WA 98382 (206) 683-8087.

63, 64 & 67 Antennas \$55 ea., tune-up kits TKF-1 \$18 ea., 60-62 6-cyl. rocker arm & shaft kit (Reman. by Ford) \$45, FoMoCo (C5DZ) radiator hoses \$25 ea., 5 13" spinner caps \$455. Many more NOS & used Falcon parts. Send SASE Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303 (518) 355-7756.

64-65 Falcon hoods \$75, doors complete w/ windows \$50, trunk lids \$75, 170 6-cyl. engines-complete, \$250, 3-speed trans.-complete (long tail shaft) \$150. Also lots of misc. parts from parted out Falcons. Send SASE w/ needs to Franklin Hoover, 3124 Lewis Rd., Columbus, OH 43207 (614) 491-5770 evenings.

Parting out 63½ Falcon Futura Sports Conv., 6-cyl., 4-spd., bucket seat int. Also parting 63 Futura 4-dr., V8, auto and 60 2-dr. Deluxe 6-cyl., auto. Many exc. parts. Rick Dilks, 307 N. Castle, Paola, KS 66071 (913) 294-2599.

Vacuum or elec. windshield washer kits, used/complete \$35, blank radio pieces 60-63 or 64-65 \$20, 62-63 deck lid lock with key \$25, 60-63 lock set doors & Ign. \$25, 63 2-dr. wag./ranch stainless trim 7 pcs. \$120. Prices plus shipping. Much more, SASE Brian Lukas, 1107 Curtis St., Albany, CA 94706 (415) 525-9226.

Fordomatic 2-spd. rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings \$60. Specify eng. size and year. Bands \$30 ea., adjustable modulator \$8. Bushings, washers, pumps and misc. hard parts available. Kits, bands, and parts avail. for small, med. case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194 (617) 449-2065 evenings.

64-65 Falcon HT trunk lid \$35, gas tank \$40, 64-65 2-dr or SW rt. door \$50. 63 HT lft. & rt. doors \$50 ea., lft. & rt. front fenders \$50 ea., gas tank \$40, hood \$45, headlite buckets \$10 ea. 70 Torino gas tank \$40. 68 Mustang rear valance panel \$20. 69 Torino GT Fastback gas tank \$30, grille & headlite asbly. \$50, trim & emblems below trunk lid \$25. All parts are from Georgia parts cars. Tim Sands, 4296 Union St., Chili, NY 14515 (716) 889-3753.

Falcon Ranchero philips head bed screws as original set of 19 with lock-washers \$21 post paid. Mike Mulhare, 556 Shawsheen St., Tewksbury, Mass. 01876 (617) 851-5040 after 8:00 p.m. until 11:00 p.m. E.S.T.

PARTS FOR SALE (Con't.)

64 2-dr. HT, parting out, 260, 4-spd., hood, doors, glass. V8 3-spd., red int., parts, molding. 64 6 cyl., trans., 3-spd. Also 65 Mustang parts. Send list of needs to Mario Quagliano, 8525 Candlelight East, Willow Springs, IL 60402.

LITERATURE FOR SALE

Service manuals, originals priced minty/vg/worn. 60-61 ea. \$25/18/14. 62 \$28/24/20. 63 suppl. to 62 \$14/11/8. 64 scarce \$45/38/30. 1965-66-67-68 ea. \$30/25/20. Also owners manuals, sales literature, parts books. Your excess literature taken in trade, or purchased, any kind/make/year. Jim Lungwitz, P.O. Box 1078, Monticello, MN 55362.

PARTS WANTED

For 64 Sprint conv.—orig. 4-spd. shifter, linkage & assembly. 13" or 14" wires w/spinners. Conv. top, boot & bag. Orig. rotunda tach. 64 Sprint literature & shop manual. Doc Gardner, 133 Pierson, Sequim, WA 98382 (206) 683-8087.

14" spinner caps, headlite drs., tail lt. buckets, Sprint panel, tach, dashpad, sill plates, side chrome, chevrons. Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303 (518) 355-7756.

Windshield for 65 Falcon HT 2-dr. Sheridan Cart, 358 W. Park Blvd., Medina, OH 44256 (216) 722-7404.

For 65 Futura 2-dr. HT: int. trim piece located below lft. rear window crank, NOS if poss. Also extra springs for windshield wiper arms—last one in use now—help! Looking for an AMT/24 scale kit of Futura Sprint HT. Have 65 Sprint conv. kit in exc. shape—will trade for HT kit in similar cond. Marin Ennis, 1405 Dogwood Dr., West Lawn, PA 19609.

63 Falcon Squire parts: 63-65 6-cyl. air cond. set up, lft. side upper tail lt. molding, 13" wire wheel covers, Cottrell Falcon Book, what have you? Elmer Drennon, 12032 Midway Dr., Tracy, CA 95376 (209) 835-4178.

65-66 V8, 4-spd. trans., good or bad. Mario Quagliano, 8525 Candlelight East, Willow Springs, IL 60480 (312) 839-9200.

Two NOS or very good used license frames—1965 on top, Falcon on bottom. Garry Leanhart, 1911 Armstrong Ct., Cleburne, TX 76031 (817) 641-0195.

Orig. style chrome air cleaner for 64 Sprint. Ken Everett, 343 Oak Ave., Cherry Hill, NJ 08002 (609) 667-0847.

THE FALCON CLUB STORE

Falcon Club of America T-shirt (short sleeve, white/red trim) Adult - S,M,L,XL; Child's - S,M,L	\$ 7.00
T-shirts (white w/screen print colored pictures: 60-63 or 64-65 or Rancheros) S,M,L,XL	6.95
Sweatshirt (grey, navy, black, white w/blue trim - FCA logo on front) S,M,L,XL	13.00
Golf shirt w/pocket (blue - FCA logo) S,M,L,XL	13.00
Hat (ball style w/FCA patch - red)	6.50
Hat (ball style w/FCA patch - winter weight - red)	6.50
Hat w/screen print FCA logo (blue/white)	5.50
Sun Visor w/screen print FCA logo (blue)	5.00
Convention Booklets (1980 thru 1985)	.50
Books: 1960 Reproduction Shop Manual (includes V-8)	30.00
FALCON / Ray Miller (Hardcover 320 pages)	35.00
1963 Owners Glove Box Manual	12.50
Ford Falcon 1960-1970 (100 pgs., 180 ill.) Collection of articles from automotive magazines	12.95
Decal - National Club (for window)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch - FCA (9" round)	6.00
Jacket Patch (7" x 3 1/2" oval, blue & gold Ford Falcon w/bird emblem)	4.50
Memo Pad (FCA imprint)	.50
Ball Point (FCA-The New Size Ford imprint)	.75
Falcon Fender Cover (24" x 48" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	4.00
License Plate (Falcon Club of America - white/red letters)	4.50
Bumper Sticker (I [heart] My Falcon) new vinyl	2.00
Can Coolers (foam rubber) FCA logo - various colors	2.50
Pins/Hat Tacks: Falcon Bar (red-white-blue) Large or Small	2.25
Falcon Script (silver)	2.25
Falcon Script w/year (1960 thru 1970)	2.25
Silhouette of: 1960-63 Ranchero	2.25
1963 Hardtop	2.25
1964-65 Hardtop	2.25
Sedan Delivery Script	2.25
Ranchero Script	2.25
White Square w/Ranchero print	2.25
V-8	2.25

POSTAGE PAID IN THE U.S. • Please State Size
Canada & foreign orders please send money order and include \$2.00
postage. Please make checks and money orders payable to Falcon
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Dr., East Alton, IL 62024.